



SUMMER 2001

CEREMONY MARKS THE COMPLETION OF NH ROUTE 101 PROJECT



For the first time ever, NH Route 101 motorists this summer are traveling on divided highway from Manchester to the Seacoast. The decade-long \$190 million project was completed two years ahead of schedule.

Participating in the unveiling of a sign recognizing the completion of the Route 101 expansion project were: (left to right) Tracey McGrail (Exeter Area Chamber of Commerce), Rich Lougee (U.S. Senator Judd Gregg's office), State Senator Beverly Hollingworth (Hampton), Rep. Sheila Francoeur (Hampton), Executive Councilor Ruth Griffin, acting NHDOT Commissioner Carol Murray, and Governor Jeanne Shaheen.

"This project was finished two years early, thanks largely to the efforts of the Department of Transportation, the work of state officials and the commitment made by our state to our roadways."

-- Governor Jeanne Shaheen

The long-awaited completion of the NH Route 101 expansion project became a reality this summer, greatly improving east-west travel between Manchester and the Seacoast region.

A May 25th ceremony recognized the significance of the decade-long construction project with the unveiling of a sign calling it "a \$190 million investment in New Hampshire".

The need for expanding the 17.6 mile section of NH 101 from Epping to Interstate 95 in Hampton to increase safety and relieve traffic congestion was foreseen as far back as the 1960's.

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NEW SMITH MILLENNIUM COVERED BRIDGE CELEBRATED IN PLYMOUTH

New Hampshire's newest covered bridge was welcomed with a day-long celebration and dedication ceremony in Plymouth on June 8, with everything from brass bands to military jet flyovers.

Billed as "the world's strongest covered bridge," the Smith Millennium Bridge is an impressive structure of southern pine and oak that crosses the Baker River in the same location where its predecessor burned in April of 1993.

Former Plymouth town administrator Merelise O'Connor said the new covered bridge represents "a new time of pride for the community," and she thanked the NHDOT for making the \$3.3 million project possible.

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Commissioner's Corner

by
Carol A. Murray

It was a very hot day on the last day of June when I took my oath of office to be the next Commissioner of the New Hampshire Department of Transportation in the Littleton Opera House. It was a special moment in front of family and friends in my hometown and one I'll always treasure.

Since then I have thought about what I would like to say in my first "Commissioner's Corner" to the employees of this agency who do so much to make this a special state to live in.

I could talk about my priorities as Commissioner when it comes to transportation projects. Or I could outline my vision for the future of this organization.

In the end I decided to write from the heart. I'll write about transportation facts, priorities and projects in future newsletters.

Many of you (not enough!) have been with me at Frontline Leadership training. Those of you who've been there have heard me say over the last five years that it isn't the Commissioner, the Assistant Commissioner or the Directors who make this Department work. It is all of us. But primarily it is those of you who are on the front lines every day.

We are all pieces of a puzzle that comes together to make a Department that has a 95% positive approval rating according to the surveys done at state fairs around New Hampshire. You all contribute to make this happen.

So what does the future hold with Carol Murray as Commissioner? Please understand that I am proud of our "century of service" and the nine Commissioners and thousands of employees before me.

We are now at the front edge of a new century, one that no doubt will present us with countless new challenges. We'll keep the best of the old, but embrace the new. A lot of the "new" will come from thoughts you have.

I hope to get out more to see and talk with you. I'll try, but if I stay in Concord too often, please remind me of my pledge in this column.

Priorities for me continue to be to improve employee safety, to improve communication in all directions, to continue our public outreach, to provide the best transportation system possible, and to do this while protecting and preserving the New Hampshire we all love to live in.

I am very pleased that Gil Rogers has stepped into the role of Assistant Commissioner and Chief Engineer of the Department. Gil shares my thoughts about the future direction we should take. He also shares my belief that we are a great agency that can and will get better and stronger.

I am pleased, honored and proud to be associated with the history, current performance and future direction of this Department.

Above all, I am pleased to work with you as a team to meet the future head on.



*Committed to Excellence,
Safety, Innovation, and the Future.*

Summer 2001

Governor.....Jeanne Shaheen
Commissioner.....Carol Murray
Assistant Commissioner.....Gilbert Rogers
On the Move Editor.....Bill Boynton

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CAROL MURRAY CONFIRMED AS TENTH NHDOT COMMISSIONER

Editor's note: The following article appeared in the June 28, 2001 Littleton Courier. It is written by Courier editor Tim McCarthy and is reprinted with permission.

Last week Littleton native Carol Murray culminated her climb through the ranks of the NH Department of Transportation when (the Executive Council) confirmed her appointment to head that agency.

Daughter of lifetime North Country residents Alice and Daniel Boisvert, Murray graduated from Littleton High School and spent the summer after her first year in college working on a DOT survey crew. After earning her degree in civil engineering at the University of New Hampshire, she went on over the next 22 years to work in nearly every capacity the DOT has to offer.

Murray does put some stock in being the first person from Littleton to become DOT commissioner. In fact, she is coming home-- "back to my roots," she said-- to take her oath of office at the Littleton Opera House (June 30). But she sees far less significance in being the first woman to hold that position. She said she got there by "doing the best I could," indicating it had nothing to do with gender. Early on, though, the going was tough at times, she said, because she was still working in what was still essentially a man's world.

In 1996, Murray was named Assistant Commissioner. When Commissioner Leon Kenison retired last January, she took over as acting head of the department. There was strong support for Murray to become commissioner, but the governor balked, citing a potential conflict of interest. Murray's husband, George, is a vice president of Audley Construction, Inc. of Bow, one of the biggest contractors in the state. However, a nationwide search revealed few qualified applicants and many of those involved still believed that Murray was the best choice. Some feared that she would resign and her decades of experience would be lost if she were passed over. Murray did not confirm that possibility, but neither did she rule it out.

Eventually, Shaheen relented and nominated Murray for the post. George Murray had agreed to resign as an Audley vice president. He will go on working for the company but none of his compensation will be based on Audley's performance.

Also, (Carol) Murray will be walled off from any state dealings with Audley Construction. They will be handled by the DOT Director of Project Development and, if necessary, the Attorney General's Office. With those safeguards in place, Shaheen expressed high praise for Murray, saying she has the "innovation and creativity necessary to ensure that New Hampshire has the transportation infrastructure our state needs to succeed in the 21st century. The Governor had said from the beginning that she did not question Murray's ability.

Murray brings a broad vision to her new job. The need, she said, is for a "totally integrated" transportation system that will include highways, rail and buses. She is encouraged by the probability of commuter rail service from



With her husband George and family and friends looking on, Carol Murray is sworn in as Commissioner of Transportation in New Hampshire by Justice of the Peace Jeanne Grover (Right-of-Way) in a June 30 ceremony at the Littleton Town Hall.

Nashua into Massachusetts.

Retired Littleton contractor Ken Curran is a longtime friend of the Boisvert family. Murray's father, Daniel was Curran's colleague in the construction business. Curran strongly supported Murray's chance to become commissioner. In a letter to Executive Councilor Ray Burton, he said that, as with Kenison before her, the "best way to protect the state's transportation infrastructure is to appoint a commissioner who is a seasoned engineer, not a politician's puppet."

Curran told *The Courier* that "Carol has come up the hard way. This is the old way--up through the ranks, rather than choosing someone from the outside."

State Rep. Stephanie Eaton was Murray's 7th grade English teacher. She recalls that Murray handed in a lengthy paper that was so strong on style and substance that Eaton suspected someone else had written it. But the substance and style continued to characterize Murray's work and Eaton was soon convinced. "And now, many years later, I'm not surprised she's commissioner of DOT," Eaton said.

Alice Boisvert said that Murray gets frustrated even now because some young girls seem themselves as limited in their career choices because of their sex. (Carol) confirmed that. She said she was speaking to 9-11 year old students recently and one girl said, "You couldn't work in construction because you're a girl." Murray said she was a little surprised to hear that in 2001.

"I told her she could do anything she wanted to do," Murray said. "Just make sure it's something you want to do."

That, it seems, is what Murray did as she began her long climb to the top of the DOT.

NHDOT WINS QUALITY COMMITMENT RECOGNITION AWARD

FEEDBACK REPORT GRANITE STATE QUALITY COUNCIL DETAILS STRENGTHS AND WEAKNESSES

The Granite State Quality Council has recognized the New Hampshire Department of Transportation's efforts at continuous quality improvement with a Granite State Quality Commitment Recognition Award.

"The senior leadership of the New Hampshire Department of Transportation is committed and is developing systematic approaches to the values and concepts that underlie the award criteria," said GSQC Chairman Tom Raffio, who is also president of Northeast Delta Dental while presenting the award on June 12.

The application submitted by the NHDOT was reviewed by a team of examiners and scored on eight performance excellence category items using criteria based on the Malcolm Baldrige National Quality Award.



The 25-page application was written by Dane Prescott, Amy Severino, Chuck Dusseault, and Director Jim Marshall. Bill Hauser, Anne Bogart, Terry Raymond and Randy Talon assisted in the preparation.

While the award was a feather in the cap for the department, the real value lies in the feedback received from the professional team of examiners. Still to be addressed is how the NHDOT will respond to the feedback and take action to implement positive changes in areas where improvements are needed.

The NHDOT Quality Council will be making recommendations to Commissioner Murray to implement and effect change to address the areas of improvement. All bureaus, districts, and individual work units are encouraged to begin addressing areas where improvements can be made on their own.

Editor's Note: The following lists of agency strengths and areas for improvement were provided by the Granite State Quality Council in response to the NHDOT's application for a Quality Commitment Award.

STRENGTHS

Organizational Leadership

- The NHDOT has instituted an Open Door policy demonstrating senior management commitment.
- The increase in training dollars spent demonstrates commitment towards improving employee learning and the senior leaders' commitment towards an improved future.

Strategy Development

- The NHDOT has a structured strategic planning process with specific forums where plans are created and reviewed and ensure their regulatory requirements are covered.

Customer and Market Knowledge

- The customers are clearly defined along with their mode of transportation and specific needs.

Measurement & Analysis of Organizational Performance

- System feedback is obtained through the department's Standards and Review Council (SARC), which reviews the standards and programs for thoroughness, completeness and use of new technologies.
- The Bureau work priorities are established through the SARC who uses input from Divisional Directors to set standards, assure consistency, provide long term planning and outlook, share idea and review activities of the Bureaus.

Employee Education, Training and Development

- The NHDOT offers a breadth of training through numerous avenues.
- It is also evident that employees are encouraged and are taking advantage of this training.

Supplier and Partnering Processes

- The NHDOT has specific requirements for each supplier/partner in place to review performance requirements.
- The NHDOT established in 1999 a joint venture with state civil engineers to improve overall quality of products and services.

Organizational Effectiveness Results

- Organizational efficiency can be indirectly measured through Employee Retention and training attendance.

Quality Commitment (continued)

AREAS OF IMPROVEMENT

Organizational Leadership

- It is not clear how they (the agency's values, as enumerated in the vision statement) are created in such a way that balances stakeholder and customer concerns.
- Although there is a communication structure in place, it is unclear how the senior leaders use it to set the direction, deploy the goals, and make modifications with new feedback.
- It is not evident the senior leaders evaluate/measure their own effectiveness or how feedback is given to the leadership team so that they can improve the leadership system.

Strategy Development

- Although relevant data are listed, there is no description of how it is gathered or analyzed, or any weighting of the various parameters in the planning prioritization process, making it difficult to assess whether the process incorporates the data in a meaningful way.
- The "Strategic Plan" described a process management and resource allocation plan. It does not discuss competitive environment and capabilities, societal or other potential risks or considerations, HR capabilities and needs, new technology, or supplier and partner capabilities or needs, to demonstrate a fully comprehensive planning process.
- While emphasis is being placed on performance-based budgeting where program measures are used to evaluate performance of programs, no informative examples are presented linking a specific department program with specific measures. It is unclear how this process happens and creates the desired results.

Customer and Market Knowledge

- It is not clear how customer groups are systematically identified or targeted.
- Although "Senior Management strives to achieve a delicate balance between all the various customer needs," there appears to be no systematic way given to establish that balance, making it difficult to determine whether the NHDOT achieves its goal.
- It is not evident how the list of customers are reviewed and revised on a regular basis or how this information is used to translate into the specific customer needs, as changes to ensure an up-to-date focus.

Measurement/Analysis of Organizational Performance

- The NHDOT has a structured information system and a means for ensuring its upkeep and optimal performance, but there is no indication how the selection of measures and effectiveness with the organization is determined.
- There is no description of how senior executives use customer and employee data information to address the overall health of the organization.
- There is no description of how data is used to support daily activities throughout the organization, or how analysis aligns with action plans.

Supplier and Partnering Processes

- Even though there are standards to address supplier performance, it is not clear what performance measures are in place.
- The NHDOT selects suppliers based on their qualification to perform the service and a procurement that is fair, but there is no description of how the NHDOT differentiates between the suppliers based on specific services provided, speed of service, or other quality measures beyond just being "qualified."
- It is not clear how the suppliers give feedback to the NHDOT.
- It is not evident if there is a systematic process in place for consultant feedback.

Organizational Effectiveness Results

- Measurements representing many of the service and product factors stated in the business overview, or other sections of the application do not appear to be evident.
- Results for the follow examples (key measurements) are not evident. These include "Improve Roadways base on Ride Index", "Reduce Accrued Unbilled, Reduce Cost Overruns", "Management Maintenance Costs", "Improve Public Safety, Cost Reimbursement" and "Public Safety, Charge Cost Reimbursement." This makes it difficult to evaluate improvement trends in these critical areas.
- Measures, goals and competitive projections for organizational performance are limited.

**MECHANICAL SERVICES TEAM TAKES TOP HONORS AT 2001 SAFETY PLOW RALLY
TURNPIKES AND DISTRICT 6 TEAMS FINISH SECOND AND THIRD IN ANNUAL EVENT**

*submitted by Gary Clifford,
2001 Plow Rally Chairman*

The 2001 NHDOT Safety Plow Rally was held on Friday, May 11, at Bear Brook State Park in Allenstown in Maintenance District 5 with summer-like weather conditions (i.e. sunny with temperatures in the mid-80's and the bugs were minimal).

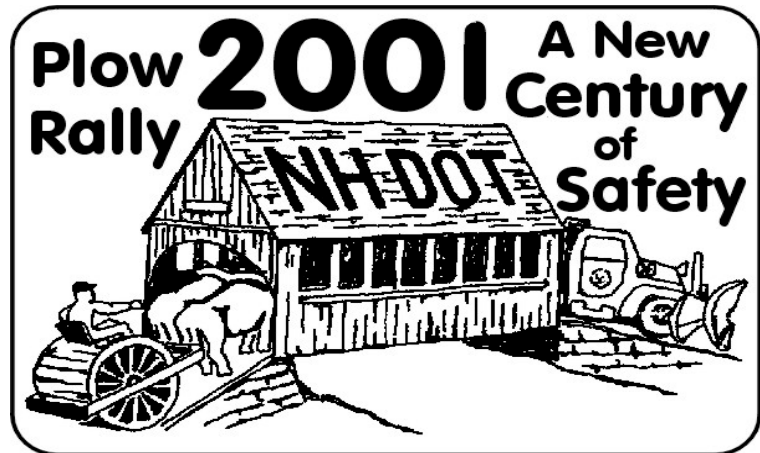
Assistant Commissioner Carol Murray thanked all winter maintenance operation personnel for their outstanding efforts druing a long and snowy winter. Carol also pointed out that the logo theme for the 2001 Plow Rally could not be more appropriate, "A New Century of Safety".

Steve Gray, State Maintenance Engineer, emphasized that all innovations submitted for judging were winners because they demonstrated the ability of Department of Transportation employees to enhance the safety of our operations. Steve suggested that innovation winner Thomas Murphy (District 5) might want to consider patenting his design for a material indicator, which lets truck operators know when they are running low on salt or sand.

Special recognition went to Phyllis Szybiak (Mechanical Services) who is retiring after 24 dedicated years of state service, 15 of which as a Plow Rally Committee member.

Joe Bush (District 3) presented Phyllis with a wooden toy plow truck and she received a bouquet of spring flowers from Assistant Commissioner Murray.

Thanks to ALL who participated. Hats off to the contestants, guests, family members, safety committees, District 5 Staff (especially Ken Giberson and the PS506 Allenstown crew for limb and brush removal), Marty Jorgenson (Park Manager from DRED), Linda Freese (Acadia Insurance), and the Rowley Agency (coffee, donuts and souvenirs), and numerous others who made this year's Plow Rally safe, enjoyable and successful.



Winning Logo Design - Richard Morneau (District 1)

OVERALL WINNING TEAMS

<i>1st Place</i>	Mechanical Services	Travis Wright Gerry Lavalette
<i>2nd Place</i>	Turnpikes	James MacNicol Ron Lesperance
<i>3rd Place</i>	District 6	Felix Gardner Ralph Blackey

<u>EVENT</u>	<u>WINNING TEAM</u>	<u>TEAM MEMBERS</u>
Safety Quiz	Turnpikes	James MacNicol Ron Lesperance
Defective Truck	Mechanical Services	Travis Wright Gerry Lavalette
Plow Mount	Turnpikes	James MacNicol Ron Lesperance
Wing Slalom	District 5	James Allen Keith Rogers
Texas Roll	District 6	Felix Gardner

PLOW RALLY (continued)



It was a good day for Mechanical Services at this year's NHDOT Plow Rally. Travis Wright (above left) and Gerry Lavellet (above right) took top honors in the 2001 competition.

Also, acting Commissioner Carol Murray congratulated Phylis Szybiak on her retirement on after more than 23 years with the Department of Transportation. Phylis served on the plow rally committee for 15 years.

Top Innovations



This year's 1st Place innovation may find its way onto many NHDOT plow trucks. Thomas Murphy (District 3 Canterbury-PS525) (pictured above) designed a "Material Indicator" that allows a driver to know when his load is empty without having to leave the cab of the truck.

Second Place went to Tom Weeden (District 6-Dover PS 606) for his "guardrail puller and delineator post setter".

The Third Place winner was Dale Moulton (District 3 - Belmont-PS314) who designed and built a "plow wing arm holder".

Turnpikes' MacNicol Wins Nor'Easter Event

James MacNicol wasn't content to just finish second (along with Ron Lesperance) at the NHDOT 2001 Plow Safety Rally.

The Highway Maintainer 2 who works out of the Merrimack facility took it one step further on May 31 by taking the overall Grand Championship at the Nor'Easter plow event at the Mountain of Demonstrations sponsored by the NH Road Agents Association.

The Nor'Easter competition at the Gunstock Recreational Area in Gilford included a quiz, pre-trip truck inspection and a plow/wing slalom.

For being named Grand Champion, MacNicol was presented with an all-weather jacket donated by a local vendor.

Felix Gardner, Jr. (District 6 - PS604) repeated his 3rd place performance at the NHDOT Plow Rally (along with Ralph Blackey) at the Nor'Easter.

Getting Into The Competition



Finding what's wrong with a defective truck means getting under the hood and anywhere else you suspect as problem areas. Overall winners Travis Wright and Gerry Lavalette (Mechanical Services) also took first in this event.



NEW HIRES

Brandon Gallton, Highway Maintainer 1, District 6
Jeffrey Mitchell, Highway Maintainer 1, District 2
Kyle Surette, Highway Maintainer 2, District 6
Michael Spencer, Highway Maintainer 1, District 2
Edward Robin, Highway Maintainer 2, District 6
Lorraine Felladore, Human Resources Assist. 1, Human Resources
Brian Sample, Laborer, Traffic
Robert Pelletier, Laborer, District 6
Kenneth Watts, Laborer, Traffic
Scott Magoon, Sr., Highway Maintainer 2, District 2
William McNamee, Systems Development Specialist 4, ITS
George Smith, Bituminous/Concrete Plant Inspector, Mat. & Res.
Lisa Kellett, Highway Maintainer 2, District 5
Lisa Denoncourt, Survey Team Technician 1, Highway Design
Brian Sample, Laborer, Traffic
Sherry Guyotte, Engineering Aide 1, Construction
William White, Jr., Toll Attendant 1, Turnpikes
Ralph Jordan, Building Service Worker 2, Commissioner's Office
Kim Moennsad, Information Center Attendant 1, Turnpikes
Roger Beliveau, Maintenance Supervisor, District 5
Laurie Vandenhecke, Laborer, Traffic
Robert Alvey, Laborer, District 2
Michael Perkins, Engineering Aide 1, Construction
Brian Lombard, Civil Engineer 4, Rail and Transit
Cheryl Ross, Information Center Attendant 1, District 5
James Sprague, Highway Maintainer 2, Turnpikes
Carole Picone, Toll Attendant 1, Turnpikes
Diana Burnell, Toll Attendant 1, Turnpikes
Edward Graffam, Toll Attendant 1, Turnpikes
Mark Palanzi, Account Clerk 3, District 3
Jeffrey Stuck, Highway Maintainer 2, District 3
Christopher Sargent, Civil Engineer 1, Highway Design
Douglas Almon, Highway Maintainer 2, District 6
Alfred St. Jean, Highway Maintainer 2, District 6
Christopher Moul, Highway Maintainer 1, District 5
Ernest Fisher, Jr., Highway Maintainer 1, District 6
Michael Summersett, Laborer, Traffic
Timothy Butson, Laborer, District 4
Stephen Fisher, Laborer, Traffic
Gary Wallace, Toll Attendant 1, Turnpikes
Ronald Stokowski, Highway Maintainer 1, District 2
Alfred Avery, Information Center Attendant 1, District 4

PROMOTIONS

Shannon Sarcione, Highway Maintainer 3, District 4
John Meuse, Highway Maintainer 2, Traffic
Lawrence Stevens, Ass't Highway Patrol Foreman, District 5
John Barrell III, Construction Foreman, District 2
Dainel Boone Rondeau, Construction Foreman, District 2
Laurie Gagnon, Toll Attendant 1, Turnpikes
Jaclyn Fish, Program Assistant 1, District 4
Allen Grimes, Highway Maintainer 3, District 4
Steven Cavadini, Highway Maintainer 3, District 4
Jeff Parent, Toll Attendant 1, Turnpikes

Jacob Lynch, Laborer, District 2
Kathleen Murphy, Secretary 2, Materials and Research
Janine Roby, Executive Secretary, ITS
Normand Rainville, Laborer, Traffic
William Graham, Highway Maintainer 1, District 3
Daniel Hall, Engineering Aide 1, Public Works
Lindsay Ashworth, Civil Engineer 1, Construction
Joshua Lafond, Engineering Aide 1, Construction
Rebekah West, Engineering Aide 1, Construction
Everett Sawyer, III, Highway Maintainer 2, District 2
Robert Baum, Survey Team Technician 1, Highway Design

A fond farewell from Shirley Hayes (ITS)



Shirley Hayes with daughter Mychelle and son Arnold

Fellow DOT employees,

As I retire from DOT, I leave with a tear in my eye and a smile in my heart. During my 35+ years that I worked here, I have talked with and worked with many of you.

It seems such a short time ago that I walked into the J.O.M building to start my first job in data entry. It has been a rewarding trip, but trying as well as I progressed through the years. One of the highlights was going back to college at the age of 38 to pursue a career in programming. What a challenge -- but boy was it worth it. Don't ever say 'I can't do that' because you can.

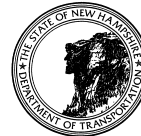
It's hard to imagine the number of Governors, Commissioners and Directors that I've seen at DOT. I was always impressed with being able to recognize and talk with the people in the front office, right up to the Commissioner. DOT can be very proud of how our top administration looks upon their team of employees.

To my fellow employees in ITS, I say so long, it's been great. And thanks to everyone else (who) lent me a hand and made my life a little easier when I was in need of some help. I will miss you and will stop by when I need an ITS fix.

*Take Care,
Shirl*



SERVICE AWARDS



July 2001 through August 2001

35 YEARS

James Whipple, District 5

25 YEARS

Douglas Ober, Bridge Maintenance
Michael Donahue, Jr., Highway Design
Merton Chancey, Sr., District 5

15 YEARS

James Thomas Minichiello, Right-of-Way
Alan Hanscom, District 2
Joseph Constant, Construction
Reagan Clarke, District 2
William Burgess, Jr., District 2
Brian Ordway, District 2
Scott Looney, District 5
Mark Emmons, Transportation Planning
John Young, Sr., District 5
Charles Corliss, Jr., Bridge Maintenance
Stephen Hunt, District 1
Irene Jutras, Turnpikes
Wayne Brown, District 2
William Oldenburg, Highway Design
Scott Blaisdell, Turnpikes

30 YEARS

W. Richard Weeks, Jr., District 6
Center Sanders, District 4
H. Dana Abbott, Public Works

20 YEARS

Roger Dion, Jr., Turnpikes

10 YEARS

Scott Lebrun, Public Works
Gregory Goucher, Public Works
Daniel Dionne, Bridge Maintenance
Rodney Braley, District 3
Jamie Bolduc, Bridge Maintenance
Thomas Cahill III, Transportation Planning
Frank Lackey, Sr., District 4
James Mafera, Bridge Maintenance
William Gagnon, District 1
Bernard Lacoy, Jr., Mechanical Services
Daniel Magdziasz, District 3
Lane Evans, District 3
Douglas Joy, District 3
Mark Sleeper, District 3
Gerald Barss, District 5

RETIREMENTS (years of service)

Wayne D. Evans, Sr., Information Center Attendant 1, Turnpikes (17)
Phyllis L. Szybiak, Account Technician, Mechanical Services (23)
Richard E. Sudsbury, Highway Maintainer 2, District 4 (24)
David L. St. Clair, Assistant Highway Patrol Foreman, District 2 (13)
Lyford R. Dore, Highway Patrol Foreman, District 6 (21)
Mary C. Tyler, Engineering Technician 3, Highway Design (12)
Gerald A. Baillargeon, Highway Patrol Foreman, Districts 4 and 2 (25)
Kelton E. Garfield, Engineering Technician 5, Transportation Planning (37)
Peter S. Benson, Engineering Technician 5, District 4 (35)
Charles A. Frenette, Sr., Highway Patrol Foreman, District 1 (30)
Shirley M. Hayes, Systems Development Specialist, ITS (35)
Donald W. Stevens, Senior Bridge Construction Superintendent, Bridge Maintenance (24)
Clayton L. Edwards, Highway Maintainer 2, District 2 (12)
Michael W. Wright, Highway Patrol Foreman, District 2 (31)
William A. Grover, Engineering Technician 4, Municipal Highways & Traffic (41)
Roland A. Wolfson, Assistant Highway Patrol Foreman, District 2 (18)
Ronald A. Kempton, Highway Patrol Foreman, District 2 (36)
Center D. Sanders, District 4 Engineer, District 4 (30) (August 31, 2001)
W. Richard Weeks, Jr., Highway Patrol Foreman, District 6 (30) (September 1, 2001)
James W. Whipple, Maintenance Supervisor, District 5 (35) (September 1, 2001)
Clifford E. Wallingford, Sr., Highway Patrol Foreman, District 6 (31) (September 1, 2001)

NH PUBLIC TRANSIT PROVIDERS OFFER FREE RIDES ON BAD AIR DAYS
TEN TRANSIT AGENCIES ACROSS THE STATE JOIN AIR QUALITY INITIATIVE

Using public transportation avoids spewing more than 126 million pounds of hydrocarbons, a primary cause of smog, and 156 million pounds of nitrogen oxides into the air every year.

That's the idea behind a new state-wide initiative in which ten transit agencies have joined to offer free rides on "Air Quality Action Days". These designated days occur mostly during hot and humid weather when air pollution concentrations reach unhealthy levels.

The following transit agencies offered free rides on June 14 and 15, the first two Air Quality Action Days of 2001: Concord Area Transit, Tri-County CAP, UNH/Wildcat Transit, Manchester Transit Authority, Advance Transit Service, Greater Laconia Transit Agency, Community Transportation Services, Cooperative Alliance for Seacoast Transportation (COAST), Nashua Citybus and HCS Community Care, Inc.



Buses representing transit providers across New Hampshire gathered in Concord on May 23 for the announcement that they will provide free rides on Air Quality Action Days, when air quality is deemed as unhealthy. In 1999 public transportation vehicles used less than one percent of all energy consumed in the United States.

Where Eagles Dare...



Call it an ironic twist of foreshadowing. Bob Barry didn't know it when he posed with some eagle statues outside an inn in Ireland during a vacation trip to Ireland last summer, but within a few months the NHDOT Administrator of Municipal Highways, who's heading up the Manchester Airport Access Road project, would be consumed with eagle talk and going back to the drawing board after nesting eagles were discovered near the proposed road alignment.

Wildlife experts advised the NHDOT to move the proposed alignment further south, raising the prospect that the project could be delayed for several months.

The \$75 million project would interchange with the F.E. Everett Turnpike near the Bedford Toll Plaza, cross over Route 3, the Merrimack River and Route 3 (Brown Avenue) before exiting at Manchester Airport.

Ground Broken For Construction Of New Jaffrey - Peterborough District Courthouse

Construction work is underway on the new \$2.6 million Jaffrey-Peterborough District Court. Ground was broken on May 2 for the 12-month project.

The Public Works Bureau's H. Dana Abbott (Project Manager) and Paul Pfenning (Clerk of the Works) will be overseeing the project.

The building was designed by Samyn D'Lia Architect, of Ashland, NH. The general contractor is Hutter Construction Corp. of New Ipswich, NH. The courthouse will be a lease purchase with Cheshire County.



A VISIT TO THE I-93 CONSTRUCTION PROJECT AT BODWELL ROAD IN MANCHESTER
LAWMAKERS ON NH GOOD ROADS 2001 TOUR GET UP CLOSE LOOK AT \$14.2 MILLION PROJECT



Conrad Skov, a contract administrator for the Construction Bureau, briefs lawmakers on the I-93 Project at Bodwell Road in Manchester during the NH Good Roads Legislative Bus Tour on June 5.

One of the stops on this year's Legislative bus tour sponsored by the New Hampshire Good Roads Association was the \$14.2 million I-93/I-293 pavement and bridge rehabilitation project in Manchester.

NHDOT Contract Administrator Conrad Skov gave New Hampshire lawmakers a briefing and tour of the project, which includes the widening and rehabilitation of four bridges, the reconstruction of 1.75 miles of interstate, and the construction of both a sound and retaining wall.

These numbers provided by Conrad gave some perspective on the scope and size of the project:

125,00 cy of ledge excavation	\$2 million
6,900 cy of concrete	\$1.3 million
41,000 tons of asphalt	\$1.2 million
60,000 cy of embankment	\$150,000
3,700 lf of sound wall	\$1 million
1,700 lf of retaining wall	\$700,000
24 steel girders	\$800,000
9,100 lf of drainage pipe	\$190,000
State Troopers	\$44/hr 11,000 hrs

THE LATEST ON COMMUTER BUS SERVICE...

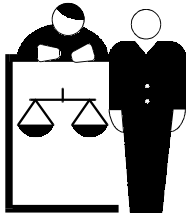


The 2001 Good Roads Bus Tour included a briefing on Commuter Bus Service by Ken Hazeltine, of the NHDOT's Bureau of Rail and Transit. Ken detailed the effort, in cooperation with private bus companies, to improve the availability of commuter bus service for New Hampshire residents.

...AND A VISIT TO AN ASPHALT PLANT



The tour also included a visit to a Brox Industries asphalt plant. This high-tech drum plant in Dracut, MA is capable of producing up to 900 tons of hot mix asphalt an hour and is one of the largest capacity operations in the northeast. Brox has eight asphalt plants in New Hampshire and Massachusetts.



NEW LAW AIMS TO MAKE HIGHWAY WORK ZONES SAFER GIVES FLAGPERSONS SAME AUTHORITY AS SCHOOL CROSSING GUARDS

Concern about
the safety of
highway work
zones in New

Hampshire has both the private and public sectors hailing a new law that requires motorists to obey flagpersons in highway construction or maintenance areas and utility work areas.

The new law (RSA 265:3-b), which went into effect June 8, requires drivers to stop at least 25 feet from a flagperson displaying a signal to stop within any construction, maintenance or utility work zone.

Failure to obey the flagperson can result in a \$100 fine for a first offense and a \$250 fine for an additional offense within a calendar year.

The need for the new law arose out of concern expressed by New Hampshire Department of Transportation employees and others that flagpersons were being occasionally flagrantly ignored by motorists without little or no legal consequences. This was presenting safety threats to the flagpersons, to those working in the work zones, and even to the motorists themselves.

In a March 31, 2000 memo to the NHDOT Safety Officer, District 3 Safety Coordinator Lane Evans related that a truck driver had ignored a highway maintainer who was flagging traffic on Route 106 in Belmont.

"The truck driver passed through our work zone and nearly struck the flagger at the other end. The crew had signs and cones in place and were wearing their traffic control vests. When confronted, the individual began yelling at our crew. This individual put our crew, other motorists and himself in danger by his actions. Incidents such as these occur with alarming frequency even with proper signing of the work zones," Evans wrote.

"I applaud those Department of Transportation employees who stepped forward to point out the need for more protection," says Commissioner Carol Murray.



Disobeying a flag person in can now be costly for motorists in New Hampshire under a new law, a \$100 fine for a first offense and \$250 for each additional offense.

"Our employees need to know they can be safe while they are out on the roads trying to make everyone's driving experience safer and more enjoyable."

The new law grants the same legal rights to flagpersons that were granted by the legislature to school crossing guards in 1998.

"We've dealt with this issue as long as I can remember," Lane Evans says. He believes the new law is an important message to send to drivers.

"If nothing else, the new law might deter some people who haven't thought we have the authority to be out on the roadways. Those who insist on blowing by flaggers can now be hurt in the wallet."

Ronald Machos Jr., Vice President of New England Traffic Control Services (NETC), of Manchester, New Hampshire, says the new law is long overdue.

"From time to time for over a decade, NETC employees have been challenged as to their authority to stop traffic while working in utility work areas. Our goal is not to be signing dozens of complaints, but to keep the work zones even more safe by having motorists recognize the authority," Machos says.



Multi-Use Transportation Paths Are Increasingly Popular With NH Communities

CMAQ AND TE PROGRAMS OFFER WIDE RANGE OF LOCAL TRANSPORTATION IMPROVEMENT OPTIONS



Separate ceremonies have taken place this summer celebrating the opening of multi-use transportation paths along an existing railroad corridor near Lake Wentworth in Wolfeboro (above) and along U.S. Route 3 in Holderness (below).



They have only been in place for eight years, but two NHDOT programs that provide opportunities for cities and towns to manage and construct a wide range of transportation projects with Federal funds continue to grow in popularity and produce local success stories across New Hampshire.

Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancement (TE) Projects range from Park and Rides and intersection improvements to bike/pedestrian/multi-use paths and the preservation of abandoned railway facilities.

"People are so excited about it," says NHDOT Project Manager Victoria Chase, who also serves as the TE/CMAQ Program Coordinator. "We are doing great things in New Hampshire."

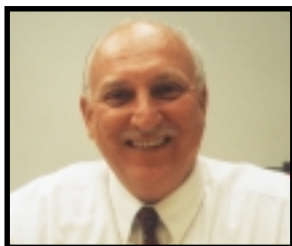
Currently more than 300 CMAQ and TE projects, totaling \$150 million are in various stages of development across the state.

Two projects recently completed include an multi-use path along an active existing railroad corridor near Lake Wentworth in Wolfeboro (above left photo) and a side-walk/multi-use path along U.S. Route 3 in Holderness (below left photo - Nancy Mayville - project manager).

According to Victoria Chase, "It's a great opportunity for communities to learn the project development process, to better understand and appreciate the role of the Department of Transportation, and to make important local transportation improvements possible."

For more information about the CMAQ and TE programs, contact Victoria Chase at 271-2107 or visit the department's website at www.nhdot.com.

GIL ROGERS APPROVED BY EXECUTIVE COUNCIL AS NEW NHDOT ASSISTANT COMMISSIONER



Gil Rogers still has the word "assistant" in his job title. Except now he is Assistant Commissioner of the NHDOT instead of Assistant Director of Project Development, a

position he had held since 1992. Gil's nomination for the position of Assistant Commissioner and Chief Engineer. was approved by the Executive Council on July 25.

A 29-year NHDOT veteran, Gil Rogers has also served as Administrator of Highway Design and as the department's Geometric Design Engineer.

Among Gil's priorities in recent years have been chairing the Traffic Control Committee for the NH International Speedway and participation in the planning for the Keene Bypass.

Former District 3 Engineer Ken Kyle Is Named First Assistant Director Of Operations

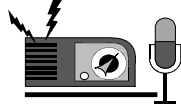
With nearly 1,200 positions, the NHDOT's Division of Operations has about half of the agency's workforce. So it only makes sense that the Division has an Assistant Director of Operations.



Former District 3 Engineer Ken Kyle assumed the duties of the new position on July 5. Ken has 32 years of service with the NHDOT, 30 of those as either Assistant Engineer or Engineer in District 3.

Ken is expecting to work closely with Operations Director Lyle "Butch" Knowlton on moving the department forward in such areas as maintenance, asset and incident management. He can be reached at the Morton Building at 271-7419.

In The News.....



Charlestown Bridge Is Toll-Free For First Time In Nearly Two Centuries

From now on the bridge that carries NH Route 11 from Charlestown, NH to Springfield, VT will be known simply as the Cheshire Bridge.

Effective July 1, 2001 at 12:01 am, tolls are no longer collected on what had been known as the Cheshire Toll Bridge.

The 2000 session of the New Hampshire legislature repealed a state law that had authorized the use of tolls and user fees to pay for the purchase and rehabilitation of the Cheshire Bridge when the State of New Hampshire purchased the bridge in 1991.

The balance of the debt owed on the Cheshire Bridge, \$2.4 million in principal payments and \$962,000 in interest payments, will be paid from a special account established in the State highway fund as directed by the new law.

Following the cessation of toll collection, the tollbooth facility and the concrete foundation were removed from the bridge and replaced by pavement between July 2 and July 6.

Approximately 4,000 vehicles a day cross the Cheshire Bridge. In fiscal year 2000, tolls and user fees on the bridge generated \$495,823 in income. The toll rate for a two-axle vehicle has been 35 cents.

The first Cheshire Bridge, completed in 1806, was a wooden covered bridge established according to a ferry charter granted by Governor Benning Wentworth in 1772.

All who crossed it paid a toll. Four-wheeled carriages were charged 25 cents, a horse and a rider six cents and pedestrians one cent.

In 1896, the Springfield Electric Railway Company purchased the Cheshire Toll Bridge and the ferry charter for \$8,400. The wooden bridge was replaced with a steel truss structure which cost the company \$225,000. The current Cheshire Bridge was built in 1930 and completely rehabilitated in 1992 following its purchase by the State of New Hampshire.

NHDOT Wins Award For GIS Software System

The NH Department of Transportation has received a "Special Achievement" award from ESRI, a leading developer of geographic information software.

A geographic information system is a computer-based tool for mapping and analyzing objects and events, combining the power of a database with the visual impact of maps.

Since 1988, the NHDOT has been developing and implementing its GIS to deliver vital information to state and local agencies, as well as the public. The NHDOT system contains data for all public roads in the state.

On the Move

A Good Samaritan In Bridge Maintenance

Debra Duggan was having a bad day. The Eliot, Maine woman had just returned home from work at a canvas shop on Badger's Island in the Piscataqua River and discovered her pocketbook was missing.

Her day got instantly better when she got a call from Kenny Morrison, who works in crew 12 in the Bureau of Bridge Maintenance. The NHDOT employee had found Duggan's pocketbook on the Memorial Bridge. She had apparently set it on top of her car when she left work and drove off.

A grateful Debra Duggan recovered her pocketbook, fully intact, from Morrison a short time later.



In the never-ending quest to spread the word about careers in transportation, the NHDOT was well represented at a May 24 "Career Awareness Day" at Pembroke Academy. In the above photo, Maureen Arsenault (Human Resources) speaks with several students about the many different career areas they could pursue in the transportation field. Also meeting and speaking with Pembroke students were Pat Gagne (Human Resources), Michelle Juliano (Public Works), Chuck Corliss (Bridge Maintenance) and John Butler (Highway Design).

Electronic Employment Application

In an effort to make more services available to NHDOT employees electronically, the Bureau of Human Resources is offering a downloadable version of the State of New Hampshire's Application for Employment. This can be completed, viewed, edited, saved and printed.

The application is available on the NHDOT Intranet under "Job Postings". The application is available in the Microsoft Word 2000 and Adobe Acrobat formats.

The application can be submitted as a hard copy, faxed (271-8817) or e-mailed to a special e-mail address (jobs@dot.state.nh.us) created just for employment applications.

Please read the instructions on the NHDOT Intranet carefully before using the application. If you have any questions or comments regarding the employment application, contact Ninder at 271-6745.

NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
LETTERS



On the Move

June 1, 2001

My automobile broke down on (Route) 101 at Temple Mountain this morning. A very affable gentleman in a state vehicle came by and assisted me by taking me to a phone and driving me back to my vehicle, and waited with me until the towing company arrived.

I am most grateful to him and to the state department for all the help. The gentleman's name is Richard Trempe.

My sincere thanks,

*Beverly Susaldo
Milford, NH*

Editor's Note: The above letter was written to District 4 Engineer Center Sanders. Richard Trempe is a Highway Patrol Foreman at the 414 Patrol Section in Temple.

Seacoast Beekeepers Association

July 3, 2001

I would like to express the appreciation of the members of the Seacoast Beekeepers for the new landscaping that has been established around highway (NH Route) 101. We have been very glad to see the trefoil and red and white clovers coming up. These plants provide excellent forage for the area's bees. This benefits not only local beekeepers directly, but also everyone else indirectly, in helping to sustain the bee population, which is necessary for the pollination of many of our local crops.

We recognize that you must have many choices of plant material, and the trefoil in particular is not the most inexpensive. Thank you for making a choice that is so beneficial to bees.

Margaret Agnew
Seacoast Beekeepers Association

May 31, 2001

Approximately one year ago, I wrote to you relative to the dangerous situation that existed at the intersection of Routes 28 and 111 in Salem, NH.

I shared with you the many close calls we had with vehicles going east on Route 111, due primarily to the confusion for motorists while on Route 111 coming from the west at Route 28. There were constant problems.

I'm writing now to inform you that the new traffic flow, enhanced by new traffic lights, the signs, the lane markings, and the islands have made this intersection as safe and as comfortable as can be expected.

After the changes were made at this intersection, I just had to try it even though it took me out of my normal route. I'm glad I did, I was super impressed. Those responsible are to be complimented. This adds to the pride I have as a resident of the State of New Hampshire.

*JJ Ray Roy
Derry, NH*

MARLBOROUGH POLICE DEPARTMENT

May 30, 2001

I want to pass on to you our department's appreciation for the outstanding work the State Highway Department in Marlborough did this past winter with the exceptional snow storms.

Having worked two of the three major storms myself, at no time did I feel that the safety of Marlborough citizens, as well as that of the motoring public, was in serious jeopardy. In fact, I was very much impressed with the manner and efficiency in which Mr. John Morse and his crew maintained the roads so that emergency crews could respond to calls when necessary.

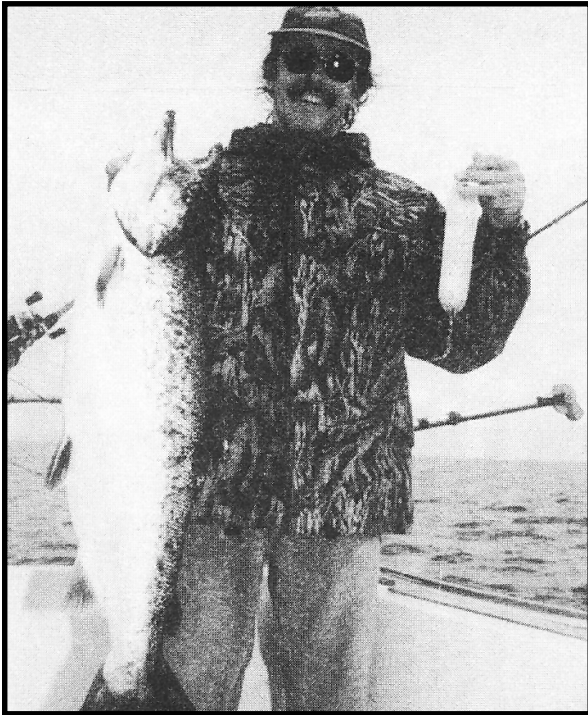
It's a pleasure working with John and the (NHDOT) in Marlborough. They are a great bunch.

Raymond T. Dodge
Chief of Police



NHDOT People

A big one that did not get away...



Paul Pfenning (Public Works) can claim honors for one of the biggest landlocked salmon caught in Lake Ontario in recent years. Phenning caught this 13 lb. 8 oz. salmon with a green krinkle Howie Fly. Paul and Jeff Shute (Public Works) are regular visitors and customers of Fish Doctor Charters on Lake Ontario.

Horseshoe Winners at District 3 Annual Safety Day



Bob McKinnon (District 3 Construction Foreman) and Bob Libby (Bridge Maintenance Crew #3) won the 2001 District 3 Safety Day Horseshoe Tournament held May 7 at Loudon Patrol Shed #316. Runners-up were Scott Eldridge and Milton Norcross from Ossipee Patrol Shed #307.

On the Move

Double the pleasure...Double the fun



No need to ask Kim Eckenrode what she does with her free time these days. She doesn't have any, due to having her hands full with twins Kayleigh Jeanett (left) and Bryce Douglas since they were born on April 19 at 5:32 and 5:33 pm. With changing priorities, the former ITS Computer instructor announced in early July she would not be returning to work after nearly 11 years with the NHDOT.

"Squeak" Frenette Retires After 30 Years of State Service in District 1

Charles "Squeak" Frenette began working for the State Highway Department in January 1971 when he started as a Highway Maintainer 1 with patrol section 108 in Jefferson.

"Squeak" retired on June 30 after more than 30 years with the department. On June 21 employees in District 1 gathered at the Groveton (104) patrol shed to share a few laughs and memories and wish good luck to Charles and his wife Laura.

"Squeak" (below photo) had worked at the Groveton shed since 1983 when he was promoted to Highway Patrol Foreman. He plans to spend his retirement touring with his wife Laura, tending to his small lawn care business, helping his son "Wayno" with his waste removal business and pursuing his favorite pastime of hunting in New York.

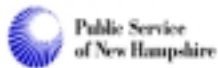


10 EMPLOYEES = 330 YEARS OF SERVICE TO THE STATE OF NEW HAMPSHIRE



A lot of experience in transportation walked into the Executive Council chambers on May 11 when ten NHDOT employees with 30 or more years of service showed up with family members to meet with Governor Jeanne Shaheen. Each employee was presented with a longevity certificate and pin. The included: (left to right in the above photo) **Leland E. Atwood** (Bridge Maintenance), **Clifford Wallingford, Sr.** (District 6), **David R. Preve, Sr.** (Traffic), **Wayne M. Waterhouse** (District 6), **Wendell C. Durling** (Mechanical Services), **Shirley M. Hayes** (ITS), **Henry Jr. Carrier, Jr.** (Survey), **Catherine M. Carrier** (Rail and Transit), **James G. Theophilos** (Highway Design) and **Jeffrey S. Allbright** (Construction).

Editor's Note: The following letter was written to Public Works Bureau Administrator Matthew Moore. Thelma Kanode is a Public Works project manager.



May 1, 2001

I am the Public Service Company of NH Account Executive assigned to the Northern New Hampshire Correctional Facility, located in Berlin, NH.

In the past year I have had the pleasure of working with Thelma Kanode on external facility issues related to the Prison project. I would like to formally thank her for her efficient, professional assistance on this project. She is an asset to your organization.

In addition to the project assistance she provided, recently Thelma coordinated and facilitated an external electrical facilities tour for our PSNH line workers so that they could become familiar with the "system" in terms of maintenance. A big thanks for this effort as well! It was a great success.

Donna M. Keeley
PSNH Account Executive

A Bird's Eye View of NH Prisons

Looking to get aerial photos of its corrections facilities, the NH Department of Corrections enlisted the piloting skills of Jack Ferns and Ron Wanner from the NHDOT's Division of Aeronautics. The aerial photo shown below is the NH State Prison for Men in Concord.



photo courtesy Jeff Lyons, NH Department of Corrections



New State Policy On Domestic Violence In The Workplace Seeks To Reduce Occurrence And Impact Among Employees

The State of New Hampshire will not tolerate acts of domestic violence perpetrated by or against any employee while in state offices, facilities, work sites, vehicles or while conducting state business. This includes the display of any violent or threatening behavior by a perpetrator (verbal or physical) that is likely to result in physical or emotional injury or otherwise places a victim's safety or productivity at risk.

---- from the State of NH Policy on
Domestic Violence in the Workplace

July 1, 2001 - (AP) The retired New Hampshire State Police officer charged last week with pointing a gun at his girlfriend's son had a history of domestic violence, court records say.

Domestic Violence - It's a problem that can happen anywhere in New Hampshire to anyone, regardless of income, race, age or education. And it's not just a private, family issue. It also impacts the workplace and results in the loss of productivity, increased health care costs, increased absenteeism and employee turnover.

"It crosses all lines and it doesn't go away," says Pat Gagne, of the NHDOT's Human Resources Bureau. She along with NHDOT Security Officer Dale Purdy are the department liaisons for the implementation of the new State of New Hampshire Domestic Violence in the Workplace Policy.

"We all know that our personal life affects our work life and this policy offers another protection for Department of Transportation employees," Gagne says.

The new policy was presented to NHDOT Commissioners, Directors, Administrators and District Engineers at the July major staff meeting, along with brochures on domestic violence that include safety and resource information. They, in turn, are to post and distribute this information and copies of the policy to all employees, who will sign a statement acknowledging the policy.

The policy details the zero tolerance policy of the State of New Hampshire regarding domestic violence, the appropriate responses of supervisors and co-workers to domestic violence situations, and where victims can turn for help within state government. The policy also offers the following examples of a risky domestic violence situation:

- The abuser has made threats to kill the victim.
- The abuser has access to, or owns weapons.
- The abuser has a criminal history.
- The abuser has threatened suicide.
- The abuser has a serious mental health history.
- The abuser uses drugs.
- The abuser is stalking the victim.
- The survivor has few or no support systems.
- The abuser has attempted to threaten/harm that victim at work/during work hours/or by using work resources.
- The worst incident of violence (as communicated by the survivor) involves serious physical abuse or threats of physical abuse.
- When the victim has taken steps to leave or get safer, the abuser responded with violence or threats of violence.



Security Officer Dale Purdy (left) and Pat Gagne (Human Resources) display some of the materials to be used in implementing the State's Policy on Domestic Violence Policy in the Workplace at the July major staff meeting.

State employees who are identified as either victims or perpetrators of domestic violence will be encouraged to seek the services of the State of New Hampshire Employee Assistance Program.

Town of Plymouth Celebrates The Completion of "The World's Strongest Covered Bridge"

(Smith Bridge, continued from page 1)

Acting Commissioner Carol Murray called the Smith Millennium Bridge "a magnificent treasure for both the Town of Plymouth and the State of New Hampshire that both honors the past and looks to the future." She added that the bridge "...sets a new standard for covered bridges nationwide, both in appearance and engineering excellence. It combines the historically proven qualities of a wooden covered bridge with more modern amenities such as lighting for the interior travel way and the exterior sidewalk."

The new Smith bridge is 154-feet long and weighs in at more than 425 tons, with 250,000 board feet of timber used in its construction. Designed and built with both appearance and the demands of modern traffic in mind, the covered bridge can handle two 18-wheel tractor trailer trucks passing each other on the bridge.



Acting Commissioner Carol Murray and NHDOT Contract Administrator Steve Glines do the honors of cutting the ribbon at the dedication of the Smith Covered Bridge.



NHDOT Project manager Bob Barry and bridge designer Steve Liakos were in attendance June 8 to see the impressive results of their efforts.



Sign Unveiling Signals The Completion Of Route 101 Expansion Project

(Route 101, continued from page 1)

In May 1989, the NH legislature mandated the completion of Route 101 as the state's highest priority. Consensus was finally reached over concerns about the project's impact on the environment and local communities, and construction began in 1991.

On November 16, 2000, the final 6.6 mile section of divided highway between Exeter and Hampton was opened to traffic.

The ambitious Route 101 construction project included more than 30 bridge replacements or rehabilitations and 130 acres of wetlands mitigation.

"It went through at least four project managers," according to the retired Roger Sanborn, who was NHDOT project manager on the project from 1985 to 1994. Ted Kitsis was serving as NHDOT project manager upon the road's completion.

As for the finished project, "It's like night and day,...like an interstate, not like a country road the way it was originally designed," State Trooper Thomas Eliason told the Associated Press.

State Senator Beverly Hollingworth, of Hampton, who travels 101 several times a week, summed it up for everyone. "It's so much better now," she said.

Roads Once Traveled...

The New and Improved J.O. Morton Building



It was hard to imagine how the face of the NHDOT headquarters would change when demolition began last year on the eastern side of the Morton Building. What has emerged during the \$6.58 million renovation and addition project is an attractive brick-faced new entrance and lobby area that give the public immediate access to several key bureaus.

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